

## **IN THE CLAIMS:**

1. (Cancelled) For facilitating travel of a watercraft hull on a floating dock having a longitudinal valley for receiving a keel of the watercraft therein and a pair of ridges flanking the valley for supporting opposite sides of the hull thereon during docking and launching of the craft on and from the dock, an improvement comprising a pocket in one of the ridges and a wheel mounted in said pocket for rotation about a mid-portion of an axle with a circumferential plane of said wheel parallel to a path of travel of the watercraft on the dock, an upper portion of said wheel protruding above a crest of the ridge, said axle having end bearing portions co-operable with seats in said pockets to list said circumferential plane toward the valley.
2. (Cancelled) For facilitating travel of a watercraft hull on a floating dock having a longitudinal valley for receiving a keel of the watercraft therein and a pair of ridges flanking the valley for supporting opposite sides of the hull thereon during docking and launching of the craft on and from the dock, an improvement comprising at least two roller assemblies, each said assembly comprising a pocket in one of the ridges and a wheel mounted in said pocket for rotation about a mid-portion of an axle with a circumferential plane of said wheel parallel to a path of travel of the watercraft on the dock, an upper portion of said wheel protruding above a crest of the ridge, said axle having end bearing portions co-operable with seats in said pockets to list said circumferential plane toward the valley, said at least two roller assemblies being spaced apart longitudinally in one of the ridges.

3. (Cancelled) For facilitating travel of a watercraft hull on a floating dock having a longitudinal valley for receiving a keel of the watercraft therein and a pair of ridges flanking the valley for supporting opposite sides of the hull thereon during docking and launching of the craft on and from the dock, an improvement comprising two roller assemblies, each said assembly comprising a pocket in one of the ridges and a wheel mounted in said pocket for rotation about a mid-portion of an axle with a circumferential plane of said wheel parallel to a path of travel of the watercraft on the dock, an upper portion of said wheel protruding above a crest of the ridge, said axle having end bearing portions co-operable with seats in said pockets to list said circumferential plane toward the valley, one said roller assembly being disposed in each of the ridges.
4. (Cancelled) An improvement according to claim 3, said roller assemblies being symmetrically located in relation to said valley.
5. (Cancelled) For facilitating travel of a watercraft hull on a floating dock having a longitudinal valley for receiving a keel of the watercraft therein and a pair of ridges flanking the valley for supporting opposite sides of the hull thereon during docking and launching of the craft on and from the dock, an improvement comprising at least four roller assemblies, each said assembly comprising a pocket in one of the ridges and a wheel mounted in said pocket for rotation about a mid-portion of an axle with a circumferential plane of said wheel parallel to a path of travel of the watercraft on the dock, an upper portion of said wheel protruding above a crest of the ridge, said axle having end bearing portions co-operable with seats in said pockets to list said

circumferential plane toward the valley, at least two said roller assemblies being spaced apart longitudinally in each of the ridges.

6. (Cancelled) An improvement according to claim 5, said roller assemblies being symmetrically located in relation to said valley.
7. (Original) For stopping travel of a docking watercraft on a floating dock having watercraft hull and bow receiving surfaces with a coefficient of friction suitable to permit easy sliding of the watercraft onto the dock, a brake comprising a seat integrally formed in at least a portion of the bow receiving surface of the dock and a stop having an upper surface contoured to receive at least a portion of the bow of the watercraft and a lower surface contoured to nestle in said seat, said upper surface having a coefficient of friction substantially greater than the coefficient of friction of the hull and bow receiving surfaces of the dock.
8. (Original) An assembly according to claim 7 further comprising means for securing said stop in said seat.
9. (Original) For use in serially laterally connecting a floating dock having vertical sockets therethrough proximate lateral side walls thereof, the sockets being symmetrically arranged in relation to a longitudinal center axis of the dock, to another floating dock having identical sockets identically symmetrically arranged, an assembly comprising upper and lower links, each said link having openings, one proximate each end thereof, upper and lower plugs, each insertable into one of said openings of its respective one of

said upper and lower links and its respective upper and lower socket to sandwich said links between upper and lower surfaces of the dock and a cap of their respective said plugs; and a rigid bolt insertable through said upper plug and said socket and threadably engagable in said lower plug for clamping said upper and lower links between said caps of respective said upper and lower plugs and the upper and lower surfaces, respectively, of the dock.

10. (Original) A dock according to claim 9, each of the sockets and each of said link openings having matching pluralities of vertical grooves in walls thereof, said link grooves and each said plug having vertical splines on outer walls thereof, said splines cooperatively engaging in said socket grooves to prevent rotation of said plugs in said sockets and in said link grooves to prevent rotation of said links on said plugs.
11. (Original) For use in serially laterally connecting a floating dock having vertical sockets therethrough proximate lateral side walls thereof, each of the sockets having a plurality of vertical grooves in an inner wall thereof, the openings being symmetrically arranged in relation to a longitudinal center axis of the dock, to another floating dock having identical sockets identically symmetrically arranged, an assembly comprising:

upper and lower plugs, each said plug having a body and a wider coaxial end cap, said body having vertical splines on outer walls thereof, said plugs being insertable into respective upper and lower accesses of the dock sockets with said grooves and splines cooperatively engaging to prevent rotation of said plugs in the dock sockets, each of said upper plugs having an axial hole therethrough and each of said lower plugs having an axial threaded hole therein;

upper and lower links, each said link having openings, one proximate each end thereof, for receiving said bodies of respective ones of said plugs therethrough, said link openings having vertical grooves in a side wall thereof, said link grooves and said splines cooperatively engaging to prevent rotation of said links on said plugs; and

a rigid bolt insertable through said upper plug and said dock socket and engagable in said axial threaded hole of said lower plug for clamping said upper and lower links between said caps of respective said upper and lower plugs and upper and lower surfaces, respectively, of the dock.

12. (Cancelled) An improvement according to claim 1, said list angle being in a range of 65 to 75 degrees.
13. (Currently Amended ) ~~An improvement according to claim 1,~~ For facilitating travel of a watercraft hull on a floating dock having a longitudinal valley for receiving a keel of the watercraft therein and a pair of ridges flanking the valley for supporting opposite sides of the hull thereon during docking and launching of the craft on and from the dock, an improvement comprising a pocket in one of the ridges and a wheel mounted in said pocket for rotation about a mid-portion of an axle with a circumferential plane of said wheel parallel to a path of travel of the watercraft on the dock, an upper portion of said wheel protruding above said edge a crest of the ridge not more than 5/16", said axle having end bearing portions co-operable with seats in said pockets to list said circumferential plane toward the valley.

14. (Cancelled) An improvement according to claim 1, said list angle being substantially perpendicular to a contour of the hull of the watercraft at a point of contact therebetween.